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CONTROLThe GOTTWALD-WORKS in BRNO- KRALOVO POLE,-Department for the production of Rail-road cars.

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Organization and production-program for 1950 and 1951.

The 1950 production program (see attachement 1.) has not been fulfilled [redacted] Failure to fulfill these orders was the result of limiting deliveries of profiled rolled material by the Hutni Prodejna (Foundries Sales Organization) in Prague and the KLADNO, VITKOVICE and TRINEZ rolling-mills.

To maintain ~~dates of~~ deliveries according to orders, the remaining cars and locomotive tenders that had not been produced in 1950 have been transferred into the 1951 production program, for which year production had been planned in November and December 1950. Production of Diesel-powered R.R. cars had to be postponed until the above delayed orders will have been completed.

Production program for the year 1951: (see attachement 1.)

~~and~~ The plant management has repeatedly approached the Hutni Prodejna to ~~ensure no~~ similar delays in production owing to a shortage of rolled profiled material. As a result of this, rolled profiled material for January 1951 had already been delivered during the last week of November 1950.

A permanent production of 20 cars weekly has been introduced [redacted] which pertains to service cars for the Czechoslovak State R.R. These are to supplement the stocks of this type of cars, which have not been renewed since 1945. Nevertheless, it appears unlikely that the series will be repeated in the second half of 1951 [redacted]

In order to get rid of the material prepared for production [redacted] the Ministry of National Defense will probably increase the number of flat-cars ordered from an original 324 to 500 cars. In the production plan for 1951 no reference was made to the liquidation of materials prepared.

Production of Diesel-powered cars [redacted] is to start in the second half of 1951.

Specification of cars and tenders produced in
a.) the year 1951 :

E-1: [redacted]

E-2: [redacted]

E-3: 4-axle, flat-cars, capacity 50 tons, KNOXER brake-unit. Axels in bearing-boxes, with SKF bearings.

E-5: the gage of the tenders for narrow-gage locomotives for the USSR is identical with the "narrow-gage field-r.r.-s" in Czechoslovakia. Tender axles are placed in boxes with SKF bearings.

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E-6: broad-gage tenders for the USSR. They have 4 axles, placed in bearing-boxes with SKF bearings and KNOR brakes.

E-10: two-axle tank-cars with a 200 Hectoliter capacity. Very high specifications were demanded for the quality of the weldings on the cylindrical part and head-pieces as well as for the draining-tap openings, which were fitted with bronze-rings for the sake of higher accuracy of fitting. All cars were subjected to pressure-trials. They are destined for liquids.

E-11: [redacted]

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E-12: a four-axle, flat-car, equipped with electrically driven crane. No further details are known about these cars.

B.) for the year 1951 (planned):

E-1: [redacted]

E-2: [redacted]

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E-3: same as E-3 for 1950.

E-4: (see attached plan A6) Moistening-cars for coking-plants. They are of the deep-slung flat-car type, with 4 axles, placed in boxes with SKF bearings. They are tandem-cars, i.e. to be pulled in connection with a motor RR-car, and are equipped with coupling devices(hooks, etc.) as well as contacts for electric current only on one end. They consist of two platforms. The lower platform, which rests by two pins on two, twin-axle under-carriages, has a built-in lifting-mechanism, placed in a box under the middle of the platform. This lifting-mechanism is hydraulic, with telescopic extension pistons. It is driven by an electromotr, fed by power from the motor R.R.-car. The upper platform can be inclined to a maximum of 30 degrees, around pins which are fastened at the opposite end of the car, ~~than~~ from the one that has the coupling devices. The upper platform is of a "partition"-construction, with metal grids that are to prevent the supporting structure from being damaged by the coke. Under the grid there is metal sheeting to prevent the water that is being brought in the course of moistening from dripping through and damaging the mechanisms of the lower platform. - The car is about 18 meters long and of conventional width.

E-5: the same as E-5 for 1950.

E-6: " E-6 "

E-7: [redacted]

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E-8: four axles, axles in SKF bearing boxes, KNOR brakes.

Organisation of the car-factory:

The supplies sector :The central stores have been divided into "Supply centers" to hasten placing orders for materials for the quarterly periods and to facilitate keeping a check on delivery dates.

The production sector: see attachements A4 and A5.

System of obtaining supplies: The technical office sends the Production sector break-downs, both for groups and details, as well as blue-prints for planning courses of cars and tenders, for each ordering dead-line. According to the organization shown in attachement A2 these are passed on to the Supply Centers, where the items are entered on Planning sheets. After that, materials are ordered with a fixed date of delivery.

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welders have been persistently over-heating materials in electric-welding. The result is a brittle material. Blow-torch welders have been ~~have-been~~ welding with "short-flame", that is with too much oxygen, which in case of cutting results in inaccuracies of up 25-30 millimeters. They use the same flame for welding which means deformations of the material (wrinkling) that has to be hammered out.

Materials: The greatest defect is the use of fresh, insufficiently dried lumber for car-walls. The lumber contracts, paint cracks off and is not durable. Because of the use of fresh lumber tempering is now omitted and cover-varnishes are being applied instead.

Estimates:

The average overheads of the Centers are ~~of~~ 150%. Of the Smithy, center 1735, overheads reach 300%. Apart from this, administrative overheads of 40% are to be added.

Executive personnel:

Plant manager: Frantisek PIZA

Deputy manager and head of production administration: fnu TEPLY

Head of personnel: fnu VAGNER

In charge of organization: fnu PROKOP

Chief of wages accountancy: fnu PORIZKA-LISKA

Cashier: fnu HUTNEROVA

Security Officer: fnu BILEK

Control of fulfilment of Plan: fnu KLUSAL.

Chairman of the Works Council: fnu JEZEK

Chief of supplies sector: Karel VESELY

Chief of planning for Petroleum sector: fnu VANEK

" Bridge " : fnu KONECNY

" Machines " : fnu DOLEZAL

" Tools " : fnu VSIANSKY

" Steel-Works " : fnu VSIANSKY

" Cars " : fnu SYCHRA

Chief of task-bureau: fnu Vaclav STEJSKAL.

Transfers of workers:

At the end of October about 1,000 workers from the Brno ZEROJOVKA (armament-works) and from the plant for light engineering have been transferred to the heavy engineering sector.

At the same time some 100 GREEKS were sent to this plant to work as assistant laborers in transporting materials.

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- **SECRET CONTROL**Sources of materials:

Rolled profiled materials are delivered by the Hutni Prodejna in Prague. These materials are produced, according to the names stencilled on the ends of the girders, by the VITKOVICE Iron Works, TRINEC and KLADNO. Bent walls of tender-boxes come from the SKODA-Works in Plzen. In case of need, the plant could itself produce such bent walls, with its present equipment and become independent of the SKODA-Works.

Subcontractors: wheel aggregates for cars and tenders and KNOR brake-aggregates are delivered by SKODA-~~Plzen~~ through their sales-organization.

By "deliveries" is meant for example a part manufactured in center 1715 and shipped to center 1729. See attachment A4.

Deliveries by sub-contractors mean deliveries of parts which are not manufactured by the Gottwald-Works, but received from elsewhere in a state permitting immediate use or assembly. (e.g aggregates, screws, bearing-boxes, etc.)

Shipments to the USSR.:

Deliveries for the USSR are received by Soviet experts and shipped only after approval by them. These Soviet representatives check on measurements of wheel-aggregates, and undercarriages. Deliveries to them are only possible if they are first made reasonably drunk and if a reliable foreman of the plant "helps" them by suitably "stretching" the tape-measure. Even so under-carriages are often returned to the intermediary stores. After the experts depart, these same sets are once more mounted into a further series of cars and tenders and again presented for approval.

As regards shipment of broad-gage tenders to the trans-shipping yards at Cerna nad Tisou (pri Cope), see attachment A 7.

Undercarriages for broad-gage tenders are shipped on flat-cars. The tender-boxes are shipped on two twin-axle Czechoslovak undercarriages, whose pins are placed identically with the Soviet type undercarriages. In COP the boxes are lifted from the Czs. undercarriages, and placed on the Soviet-gagax types. This is being done by two cranes in the COP station-one lifts the boxes and the other places the Soviet type undercarriages from the flat-cars onto the rails, under them.

Bottlenecks:

Organisational: Materials may not be stored in advance and are permitted to be in the Centers not more than one month before using. This rule was enacted in May 1950 and all stores exceeding one month's needs had to be handed over to other plants. But this often hampers production. It may happen that a given part is manufactured badly, but no immediate replacement for such a reject is available and has to be first placed on order.

Owing to the process of work: Owing to the introduction of workers' competition the production norms for each worker were increased substantially to a point, where a normal workman is physically unable to fulfill the norm. But since the wages for a fulfilled norm are incomparably higher than for unfulfilled ones, every worker is nevertheless trying to achieve this performance, at the expense of quality. For example in the Center 1712 for Under-cars in order that they fulfill their norms

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Gottwald-works at BRNO-Kralovo Pole.

Attachement A 1.

Department* CAR-PRODUCTION:Production program for 1950

Order # &	type of car:	planned number:	delivered number:	Shipped to:
E-1	electric trolley-cars		47	Distributed according to requirements: 16 to Ostrava transit-company 6 " Olomouc " " 25 " Brno " "
E-2	tandem cars for electric trolleys		30	to Brno transit-company
E-3 []	flat-cars	324	80	transferred to plan for 1951
E-5 []	narrow-gage tenders	424	300	transferred to plan for 1951
E-6 []	broad-gage tenders	360	140	transferred to plan for 1951
E-10	tank-cars		80	to Czechoslovak State R.R.
E-11	crane-cars		3	" "
E-12	ingot car		1	Vitkovice Iron Works at Ostrava

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Gottwald Works in Brno-Kralove Pole.

Attachement A -2.

Organisational division into SECTORS and CENTERS:

Production Sector:

Car-plant;

Bridge-construction plant;

Steel-mill: models
rough-finishing

Petroleum works;

Machine works;

Tool works:

Supplies Sector:

Principal stores.

Supplies Centers:

Raw materials;

Pipes, pressed and forged parts

Castings from sub-contractors

Steel-alloy castings

Sheets and non-ferrous metals

Coupling material

Sub-deliveries from Sub-contractors

Leather, rubber, packings, card-board.

Electro-materials.

Building materials.

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Gottwald-Works in Brno-Kralovo PoleDepartment: CAR PRODUCTION.Production program for 1951.

Order #	Type of cars:	Produced per month:	Planned number:	Delivered number:	Shipped to:	Number of series in prod:	Number of cars per se- ries	
E-1	Motor-propelled cars with Diesel engines	5	38		Czs. State R.R.	2	19	50X1-HUM
E-2	Mail-cars	6-7	27		" "	1	27	
E-3	Flat-cars	50	244		Ministry of Nat. Defense	1	80	
E-4	Moistening cars for coke production		3	1	Vitkovice Iron Works, Ostrava			
E-5	Narrow-gage tenders	30	124		USSR.	1	30	
E-6	Broad-gage tenders	20	220		USSR	1	20	
E-7	Electric trolley-cars	5	15		Ostrava Transit Company	1	5	
E-8	Large-volume tenders	20	65		Czs. State R.R.	1	20	
E-9	Service cars	20	50		" "	1	25	

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Gottwald Works at BRNO-Kralovo Pole

Attachement A 3.

Personnel of the Supplies Sector:

Official in charge of Supplies: Karel VESELY
Supplies Sector: Antonin PITTNER

Principal stores:

Raw materials: STRITEZSKY all fnu.
Pipes, pressed and forged parts: MIKULASEK
Castings from sub-contractors: SKOTAK
Steel-alloy castings: SKOTAK
Sheets and non-ferros metals: FUCHS
COUPLING materials: SIMA
Sub-deliveries: GLACNER
Leather, rubber, packings, card-board: NEDOMA
Electro-materials: ZABRS
Building materials: NECAS

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Gottwald works in Brno-Kralovo Pole

Attachement A 4.

Organisational division of the Car-factory into Centers:

CAR FACTORY
(production section)

1729 Intermediary Stores of Car-factory (p.z.s.)	Undercarriage shop, 1711- I. (v.s.)
1729 Stores of coupling materials (p.z.s.)	Undercarriage shop, 1712- II. (v.s.)
Lathes-shop for light parts I. (v.s.)	Carpentry-shop, production 1716 (v.s.)
Lathes-shop, for heavy parts II. (v.s.)	Lathes-shop (v.s.) 1715 (v.s. exists only in administrative respect)
	Assembly of boxes and roofs, 1718 (v.s.)
	Final assembly, 1719 (v.s.)
	Paint-shop, 1721 (v.s.)
1722 Locksmiths, barrel-shop (v.s.)	Locksmith-shop, production, 1713 (v.s.) (v.s. exists only in administrative respect)
1723 Interior fittings, sheeting of frames (v.s.)	Carpentry-shop, assembly, 1717, (v.s.)
1724 Small iron-works, doors (v.s.)	Smithy, 1735 (v.s.)

* p.z.s. means: Pomocne zasobovaci stredisko, - supplementary stores center
V.s. means: Vyrobní stredisko, - production center.

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Gottwald works at Brno-Kralovo Pole

Attachement A 5

Division of Production centers and Supplementary store center in the CAR FACTORY
as regards the 1951 production program.

Name and No. of Center	Production tasks:	Machine equipment:	Number of employees:	Chief
1711 Under-carriage-shop, I.	Under-carriages and wheel-aggregates	1 "seping", 1 table planer, 2 vertical fretting machines, 2 rail-drills, 3 radial pillar-drills, 1 blunt welding-auto-mat, 1 pneumatic riveting press, 5 electric welding apparati, several blow-torch welding sets.	70	FLEISINGER
1712 Undercarriage-shop, II.	detto, as above	1 "seping", 1 table planer, 2 "carousel"-s, 2 rail-drills, 5 radial pillar-drills, 1 spreader, 1 mechanical hole-puncher, several pneumatic riveting machines, welding machines.	120	BAUER.
1713 Locksmiths-production.	(production center which exists only in administrative respect)		170	unknown ad- min. off.

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1714 Lathes shop for light parts.	Light components for all types of cars and tenders.	6 high-speed lathes, 2 sepings, 3 vertical fretting machines, 3 finishing machines, 3 radial drills for large holes.	5	not known
1715 Lathes shop for heavy parts	Heavy components for all types of cars and tenders.	4 Universal heavy lathes, 2 carousels, 2 horizontal fretters, 2 screw-cutters, 2 small radial drills, 1 disc grinder	15	unknown
1715 Lathes shop	(productions center which exists only in administrative respect)		20	adm.officials VASICEK and MASEK
1716 Production carpentry.	Complete woodwork for bodies and int. equipment of cars.	not known	100	BUDIN
1717 Assembling carpentry	as above.	1 lumber strip-saw 1 hollowing fretter	70	HYSEK
1718 Assembly of boxes and roofs.	construction and assembly of complete roofs on all types of cars.	4 electr. hand-drills, 2 radial drills, 1 hand bending-machine, 1 mechanical shaper for hammering roofs, several welding-mashines	60	OLEJNICEK
1719 Final assembly	all types of cars	1 thread-cutter for pipes, 3 radial drills, 1 frame metal-saw, several oxigen welding sets.	80	HAMER

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1721	Paint-shop	painting of all cars and tenders after final assembly.	90	SEDLACEK
1722	Locksmiths, cabin-shop.	Cabins for all types of cars. 1 pillar drill, several lateral drills, 1 disc grinder, 2 propeller friction-presses, 1 seping, not in use. 45	12 MA 02 01 932	AVNICEK
1723	Interior fittings, all sheeting work on sheeting of frames. all types of cars.	1 machine clipper, 1 hole-puncher, 1 strip-saw for metals, 1 shears for 5mm 2 meters length, 1 mechanical sheet-bender, several hand-benders, 1 ringing press, 65 several drills and welding sets.	65	Alois STEJSKAL
1734	Small smithy, doors	metal-work on cars 1 sheet-metal bender, 1 radial drill, 1 disc grinder, 2 oxigen welding sets, 1 hand-roller for sheet-metal. 60	60	PARILEK
1735	Smithy	castings and mouldings Presses, mechanic hammers, mechanic shears for profiles, 1 mechanic riveter. its personnel under MATOUSEK. Bridge-shop.		
1729	Intermediary stores of car-factory	storage of complete parts from Centers 1715, 1722, 1723, 1724 1735 and issuance to center 1719 for assembly. (supplementary stores center)		ZLATY
1729	Stores of coupling(joining) materials.	issues: screws, rivets, pins, washers, bands, ets. (supplementary stores center)		MILLION.

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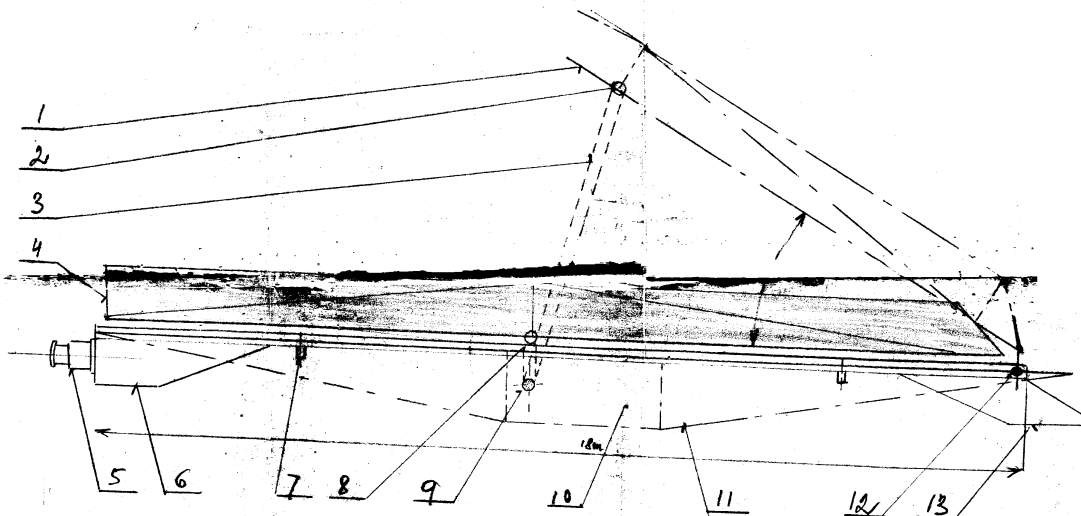
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Gottwald Works in Brno-Kralovo Pole

System of elevating the upper container-platform of the moistening car for coke furnaces
Drawn without regard to scale



upper platform in raised position
telescope joint
indicated position of telescopic lifting device
upper platform in normal position
bumper, coupling-hook, cable-fitting
lower platform of car
pin supporting turning under-carriage
telescope joint
swinging pin of elevator box
covered box with elevator, pump, el. mot.
rotation pin of upper platform
elongation of gliding surface

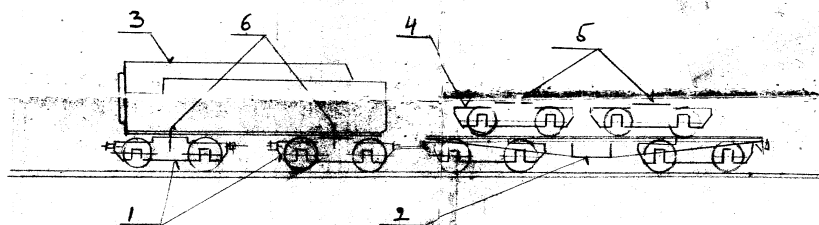
the railing is characterized by the axis
of inertia of a certain profile.

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Transport of locomotive tenders for the USSR to the CIERNA nad TISOU (COP)
R.R. station.
Schematic drawing, not in scale.



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Parts of USSR tenders
rotating undercarriages of the Czs
Czs. flat-car
Box of USSR tenders
rotating undercarriages of the
turning pins of USSR tenders. USSR tenders
turning pins of the assembly under-
arriages

The turning pins of the USSR and Czs. undercarriages are of the same diameter.

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